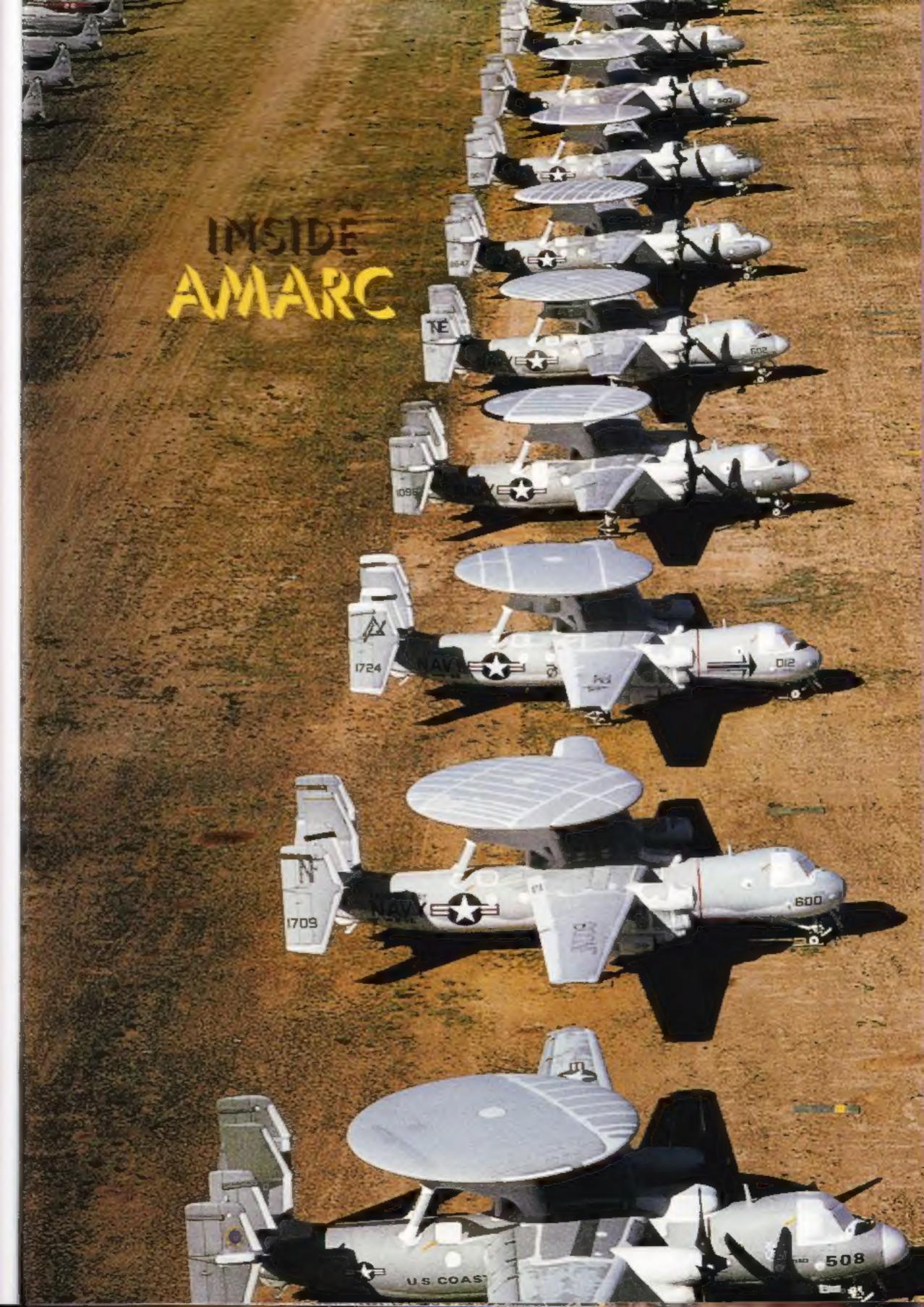
ANSDE ANARC

Aerospace Maintenance And Regeneration Center Tucson, Arizona



JERRY FUGERE and BOB SHANE - Photographer





The aintenance nd egeneration center Tucson, Arizona erospace JERRY FUGERE and BOB SHANE - Photographer

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O Jeery Fugere & Bob Shane

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ACKNOWLEDGEMENTS

his book, a complete guide to AMARC's Phantom Air Force, is not only about aircraft, it is about people and the processes under which they operate; it's about the pilots that bring the aircraft in, the personnel that meet the aircraft as they arrive and the people that maintain them while they are in storage. Every person that has brought an aircraft into AMARC has something to do with this book. Every person that has been or is presently employed at AMARC has in some way been intimately involved with the publication of this book. It depicts what AMARC is: A Storage Facility that Maintains and Regenerates Aircraft. Each photo was specifically selected to depict a part of the operation as it occurs. Special thanks go to the pilots that flew their aircraft in, not knowing what the final disposition of the aircraft would be; whether it would go to a foreign country, to another government agency, be used as a drone to be shot down ultimately by air-to-air missiles or cut up in accordance with the Strategic Arms Reduction Treaty. Special thanks go out to the crew chiefs and ground crews that were so dedicated to their aircraft while they were in operational status to complete their missions and bring their aircrews safely home. Nothing is more rewarding than to hear the wheels touch down after a long, successful mission. Lastly, the author wishes to express his personal thanks for having had the opportunity to be a part of this highly professional AMARC organization.



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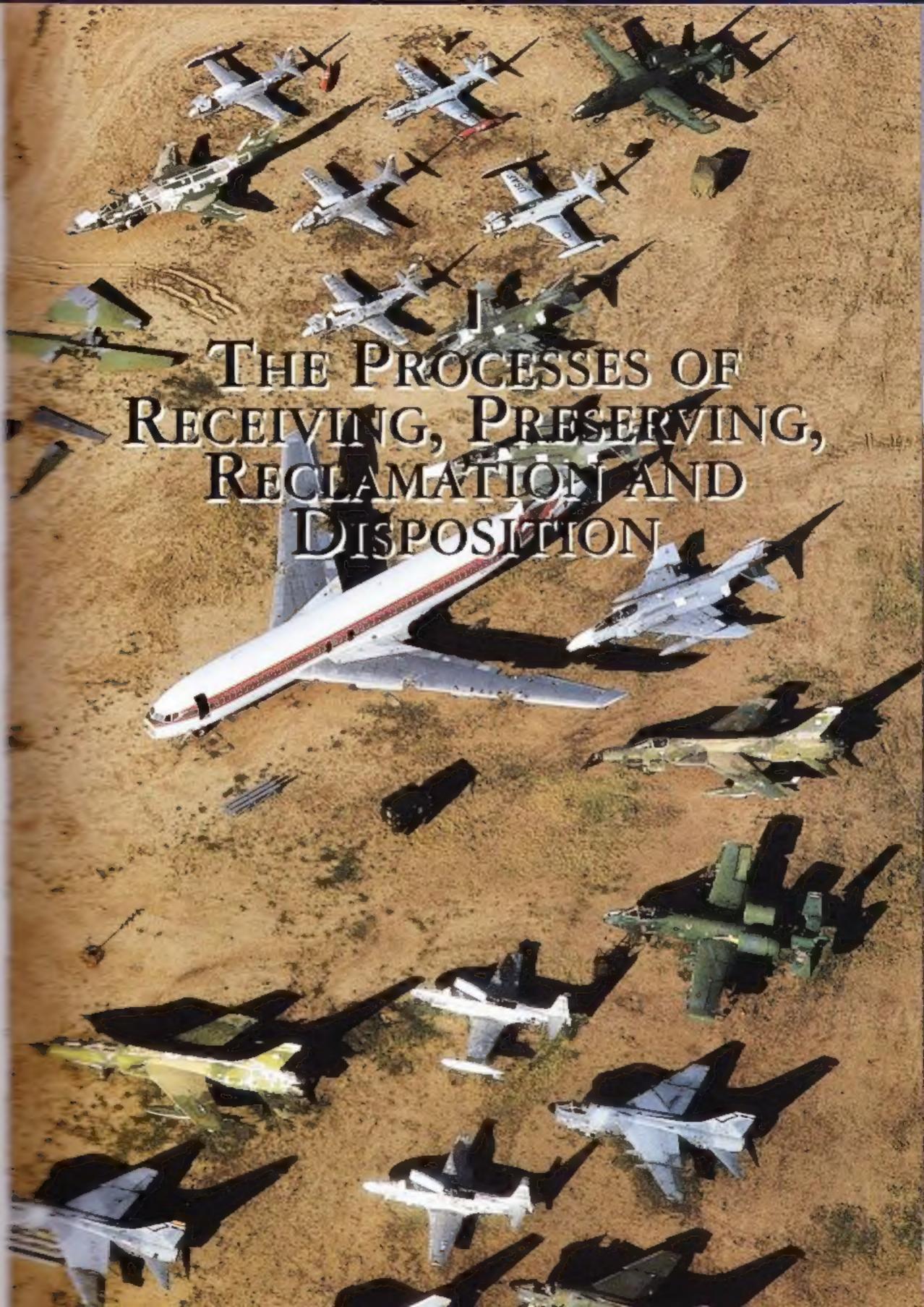
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INTRODUCTION

any years ago it was determined that Tucson was an ideal location for the storage of aircraft. The relatively low rainfall, the low humidity and the caliche base for parking aircraft, were all determining factors. Utilizing the runway at Davis Monthan Air Force Base, the aircraft could taxi right up to the receiving line where the pilot could sign the aircraft over to AMARC, thus starting a process that could retain an aircraft in storage in a combat ready, flyable configuration for many years. The technical data used for the preservation would be generic for all aircraft.

This premier storage facility is known as The Aerospace Maintenance and Regeneration Center (AMARC). It is the single Department of Defense facility for the storage of all Army, Navy, Air Force and Coast Guard aircraft. AMARC encompasses 2,712 acres with thirteen miles of perimeter fenceline. At the present time there are approximately 5,000 aircraft in storage with an acquisition value of eighteen billion dollars. The big influx at the end of the Cold War accounted for the arrival of the more sophisticated aircraft, the F-14, F-15, F-111, and the KC-135. Although the primary mission of AMARC is to remove parts from aircraft and return then to the active inventory, there are many other responsibilities that are assumed as overseers of these important assets. Careful consideration must be given to each aircraft as it arrives. Each aircraft, or weapon system, is owned by a System Program Manager who will select which type of storage the aircraft will go into upon arrival at AMARC. Upon arrival, the process will commence using technical data that is generic to all aircraft in that particular type of storage. The types of storage are: Type 1000 storage which pertains to aircraft that will ultimately be flown again; Type 2000 storage for those aircraft that have been selected as parts donors; Type 3000 storage for aircraft in temporary storage selected to fly out in the next 90 to 180 days; and Type 4000 storage for aircraft considered excess to the inventory and destined to be turned into Defense Reutilization and Marketing Office (DRMO) for final disposition.



In 1997, AMARC celebrated its 50th Anniversary. For those who can remember that far back, the facility was originally established to store those aircraft returning from World War II. Since they were no longer required, there would be parts removed and ultimately, the aircraft would be chopped up and melted down into aluminum ingots. That philosophy continued through the years until the Air Force was designated as the single manager for aerospace assets in storage. Along with that decision came the renaming of the organization to the Military Aircraft Storage and Disposition Center (MASDC) and the responsibility for the storage of all aircraft from all military services.

Then came the Vietnam Conflict and the need to induct some of these stored aircraft back into operational use. During that era there were 625 aircraft and more



than 259,000 parts returned to the active inventory. Then came the end to that conflict so all those aircraft were processed back into storage and by the end of 1973 there were a total of 6,080 in storage.

Then, in 1985, the organization was renamed again; this time to The Aerospace Maintenance and Regeneration Center (AMARC), realizing that we were not a Boneyard or a Graveyard but a storage facility that maintained and regenerated aircraft. That's where this story begins.

The reorganization was established utilizing three processes: Process-In, Process-Out and Reclamation. Process-In consisted of meeting the aircraft and having the aircraft signed over to AMARC. The aircraft was made safe by removing the Cad/Pad items (items required for seat and canopy ejection). An Examination and Evaluation (E&E) was then commenced, making a

complete inventory of all the items assigned to that aircraft. Once that was completed the aircraft was towed to the Flush Farm where all the fuel was drained and stored for future use and the aircraft was filled to capacity with 10/10 oil, which was our preservative. The engines were motored to preserve the moving parts. within and preserve the fuel system. Then they were taken to the Corrosion Control facility (wash rack) where the wheel bearings were greased, the aircraft lubricated. corrosion was treated and arrested and the aircraft was washed in preparation for the third step of the storage process, the spraylat process. There are also three steps to the spraylat process, covering all the production breaks with tape, spraying the areas with a black, elastic waterproof latex paint called Spraylat, and then covering that area with a white material of the same texture and

> consistency called Kool-Kote, a material that will reflect the sun, allowing for a ten to fifteen degree variance with the outside temperature. Although this procedure was used on all storage processes, those aircraft in Type 1000 storage would be represerved at the end of four years, reversing the storage process by taking them in from the field, removing the spraylat, washing the aircraft, taking it to the Flush Farm, filling it with fuel, running the engines and all systems as if they were preparing the aircraft for flight, and then reversing the storage process again to put it back into storage for another four years. Type 2000 program storage would be for aircraft that would be selected as parts donors in the future, however, the preservation process would be the same as Type 1000 storage except for lubricating the aircraft. Type 3000 program storage would be for those aircraft that would be turned around in 90-180 days for flyaway, running the engines every forty-five days; and Type 4000 program storage would include those aircraft that have no future use and would ultimately be

turned in to Defense Reutilization and Marketing office (DRMO) for resale to the public.

Process-Out would remove the aircraft from the field and prepare them for flyaway. The Drone aircraft are included in this category. The aircraft would be taken to the wash rack where the spraylat would be removed, the aircraft washed, the engine(s) would be removed and sent to the engine shop where a thorough inspection would be accomplished while the aircraft was being disassembled and inspected. All the removable parts would be thoroughly inspected, bench checked and later reinstalled. The aircraft would undergo a complete overhaul before being readied for flight. The engine(s) would be trimmed out in the Engine Test Cell and when determined to be fully operational would be reinstalled in the aircraft and tested again before being released for flight. The test pilot would flight test the aircraft, release

note the remote control equipment and deliver ratt to Tyndal AFB if or da where it would be for if ty hours as a lemote control ground air-to-air simulator for air to air compatitor the nots of today. At the end of fifty hours they wished down by the appressor prof. Many other are prepared to it ght if Foreign Military Sales. State Department for the Dilig Interdition. NASA and other govenment organizations. Tit has been responsible for aunitoring out 152. If 100s 156 if 106s and are present accide to have occurred ancestic Directors.

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aircraft that have that particular fem on board. Once the part is removed to inspected to serviceability the item checked operationally it required and prepared for si prient to the operational unit if scallyear 1997 proved very profitable to the Air Force with 21 207 parts reclaimed back into the active inventory 454 a craft processed in and 251 aircraft piocessed out for a total salings of \$861 million durais. Operating on a lifty one million go ar budget tur every do ar spent AMARC had a leturn of seventeen dollars. The Reclamation Division 5 also respons the for the removal of parts included in the rout le reclamation save ists that are generated by the System Prodiam Managers involving the removal of a st viceable reparable assets from the alterattrance sending them to the Depot for repair prior to making them all a able to the operation alongs. The Reclamation Display also prepares a craft for overlanditions, intation to meet customers needs as fall cidisplays special privects or to fixe an Military Sales. Aircraft that are no ander capable of the glace propored as ground targets in the ginnery ranges and shipped over and by the Recomation crews Every part in AMARC is considered a vale as et all determined offerwise by the System Program Manage who will direct AMARC to turn the part into DRMO to be so it to the civilian market



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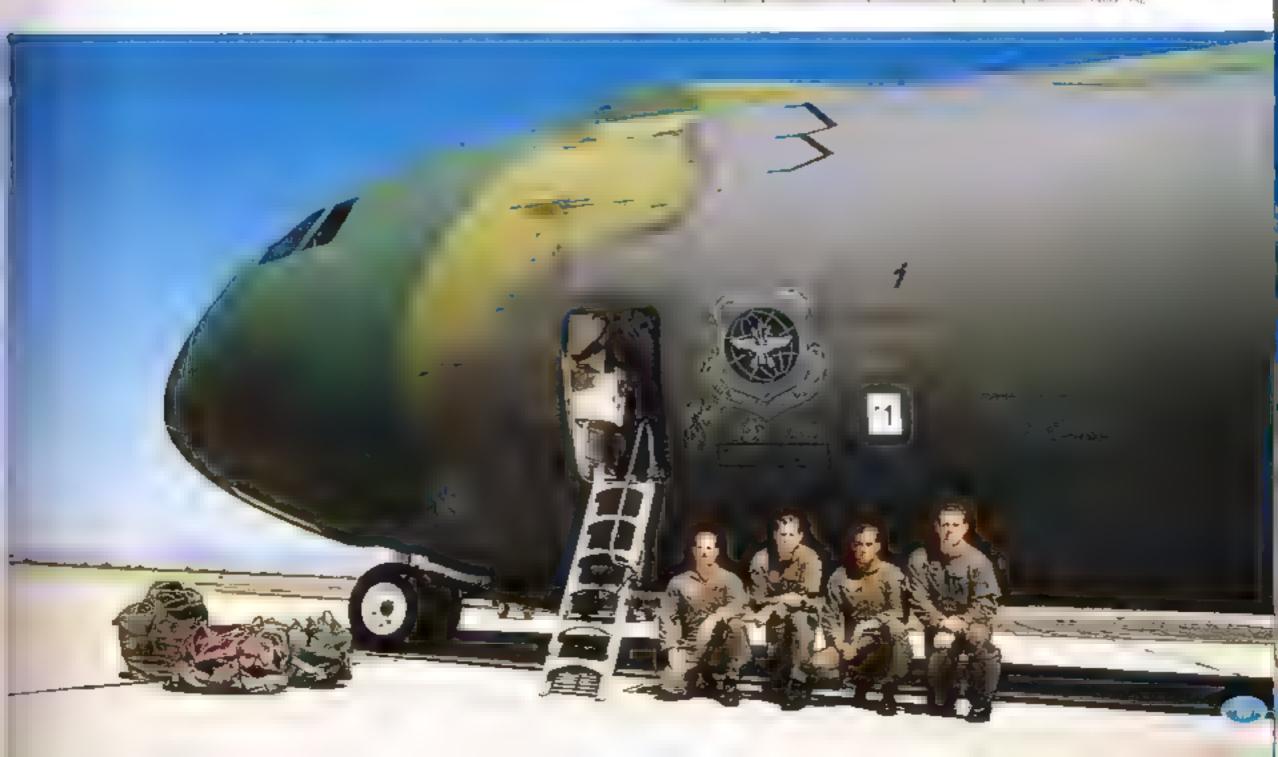




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The production breaks on the F-16A are taped prior to spraylatting







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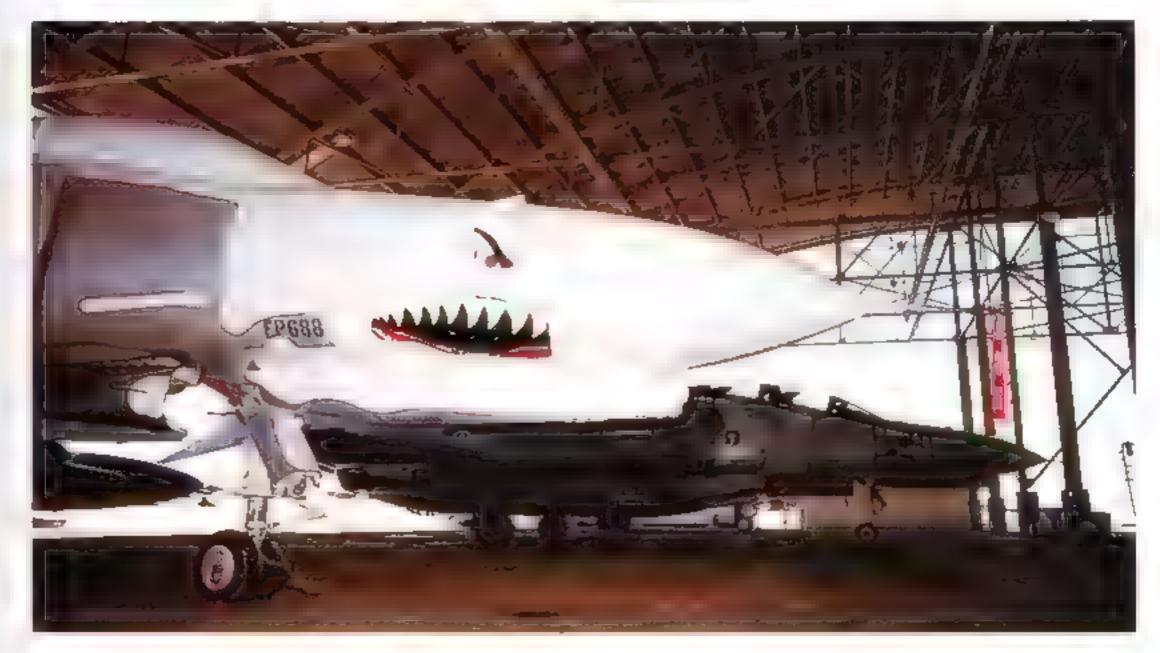




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HA CHIBRIT ROV

As one enters the AMARC from the Wilmot gate and passes the AMARC sign, one will review the aircraft on Celebrity Row, a display representing a portion of the aircraft that we have on the facility. Most conspicuous is the Super Guppy, a NASA aircraft built from a KC-97, that departed AMARC in 1965, to carry the Saturn IV and V Boosters and the Lunar Module. The aircraft on display represent trainers, fighters, bombers, cargo experimental museum assets, and, of course, the ACET vehicle used to transport F-4s out of the field in the event of a contingency during the rainy or monsoon season.

Display Row otherwise known as Celebrity Row' represents a portion of the aircraft that we have in the facility. There are more than eighty-four different types of aircraft in storage











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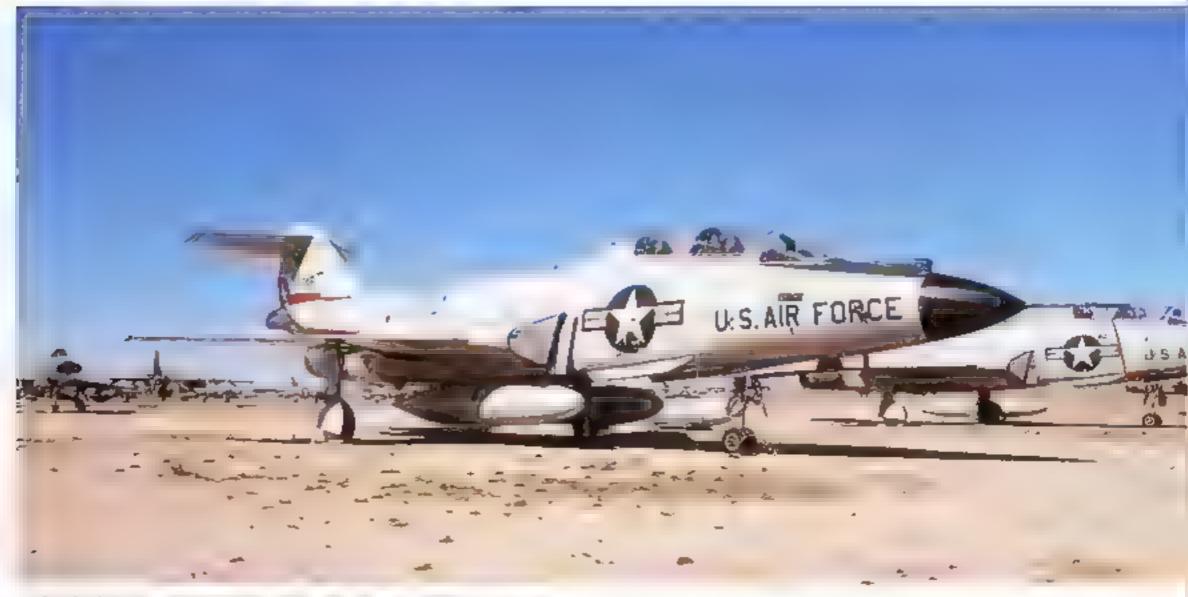
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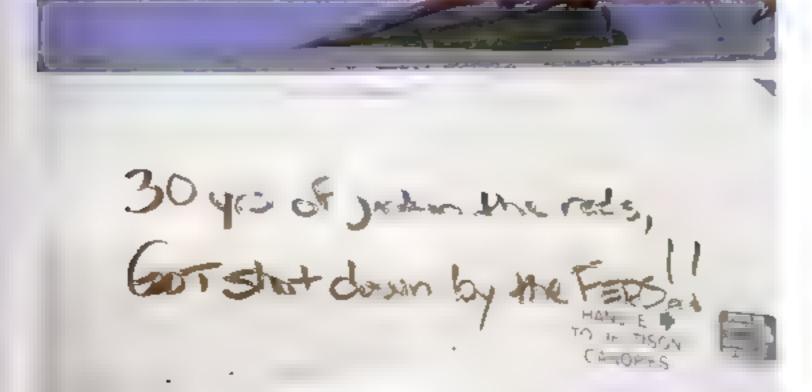


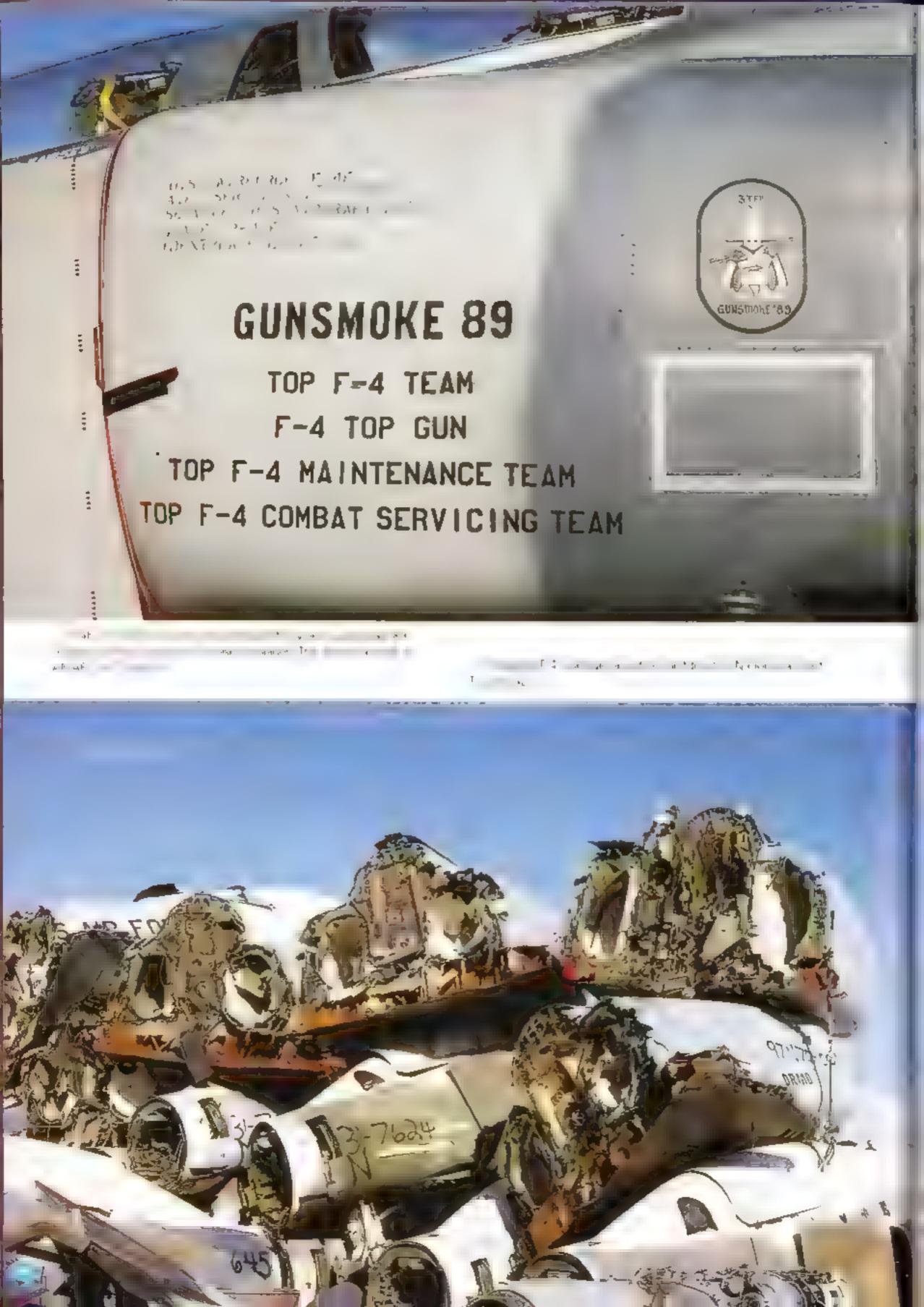


This unique F-4 is identified as a YF-4 that was utilized for experimental purposes at Edwards AFB. CA. Note the familiar red painted vertical and horizontal stabilizers and red wing tips that are easily visible for experimental purposes.



of jerkin the Reds, got shot













Aera view of F 16As + 14

These FitbABs represent a small portion of the total brailt for the country of Pakistan Tilese aircraft arrived at AMARC directly from General Dynamics in Fort Worth TX with an average total of seven no its on each directly. A total of tive ity seven and after the delivered to AMARC and a remain in storage until the country signs the Nonprolife at on Aquement These are the Biock 15 FitbAs/Bs made in 1991 1992.

En mer Ecovards AFB F 6A





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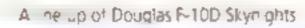
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Av 88 Har e dry at prese ation writes





A German Tornado enters short term storage. A former participant of the Red Flag operation at Nellis AFB. No the German Air Force opted to store the two aircraft at AMARC in fiell of fight back to Germany.

ACTRAIN. S



The forty-one shown here are in Type 1000 storage and in a de ready to fly in a short period of time.

A 340 Hat was operated by the Army





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Aerial view of stored T-39s 2/9-





for A-6s

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To TIABAS arrived at AMARC from Rall touch AFB sert as maillorit ainers. The aircraft contiguest as travels or sons for twelve havigator trainees four also prist in, and three instructors. The TABA's pull on a re-73" 2 /0 a frame







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B 57C 5k 3840 to minkly of the Vermont Air National Client





this is a one of a kind 8-52. This NB-52E was used as a high allitude stability platform. It is unique in that it has 757-43WB er a terriators or in elegines. First used on 8.52E are all canadis and species and exhibited ded pitot begon for more precise pitot read sophist cated diectron, equipment on board it as haperons, spring as that act all a higher than event of an emergency to dimpitue. The outboard fuel fames were hind. Fire ead to assist in stability and the air affait a Hode Tibouses a fest platform that high crew members on a document of an error of ghir hours on the air affait a Hode Tibouses a fest platform that high crew members on a document of an error of ghir hours on the air affait and only on accordance with START.

55-0077, a B-520 displaying the infamous. Sharkmouth', was operated by the 43rd Bomb Wing at Anderson AFB, Guam 10077 arrived at AMARC during the last days of ally 1983 after accruing 14.679 tright hours. Another unsung hero of the war over North Vietnam





HE TRANSPORTS, TANKERS, RECONNAISSANCE AND SPECIAL DUTY AIRCRAFT

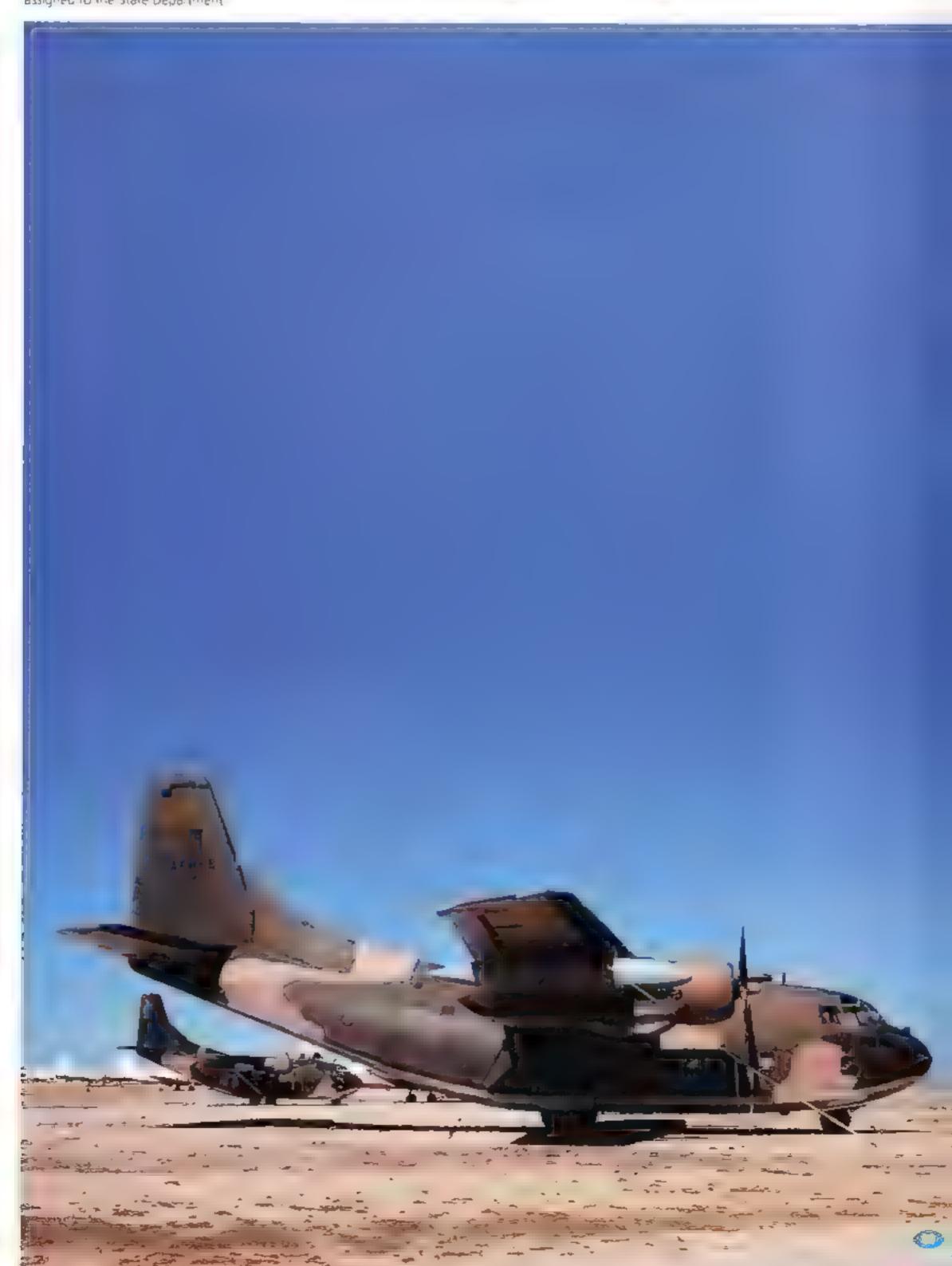


This Navy C-118 was one of ten that was traded to Mr Carl Enzenhofer of Vancouver, British Colombia

This Super Constellation was used by the Navy as a flying radar station.



This C 23 was one of four that was flown out for the State Department for the Drug Intendition program in South America. One with all re-bomb in Mede in Colombia. While the other three continue to operate. AMARC is provide parts from the fourteen dono assigned to the State Department.





Tight 1308 previously operated by the Coast Charcowis etheco.

J. 44. 82 from Barbers Point Hawai. The engines and anding an were remixed and returned to the Coast Ghard inventory. These chair were very instrumental in providing support to the Citics.

Cizivair C 131H N4276C DOS Air Ail gliwas a sed to haci suplines to amailPeru in support of the Drug intensition Program to the Department of state.





The VC-140 was a very vertable aircraft. Led in a Let et all et a normal hissions. This VIP model was used to terrain it level per a le a ormal the country. More resourceful were the C 140 Lised to contrate the Rapcon facilities in Southeast Asia during the vietnam War Thisse C-140s operated out of Clark AB, Philippines

The Clipton and two disperate play the Air National Coard as Operating Support Air and It was configured to carry functions passer ger, play an air abulance for medical evacuation missions.





The C-12B was used by the Navy in liaison and communication arry up to thirteen passengers or up to 2,000 tb of y, the C-12B will be returned to service as Foreign are Candidates of commercial carriers.

Aeriai view of stored O-2As. 3/94

In 1965 KC-97) 52-2693 departed AMARC for Long Beach, CA, where it was converted into the Super Guppy, specifically to carry the Saturn IV and V Boosters and the Lunar Module. The Super Guppy has a 25 ft inside diameter, the fuselage having been made from five KC-97s. The hinge points on the forward fuselage allow the whole forward section to be rotated to the left, a lowing the cargo to be loaded from the front. The aircraft carries a 41,000 ib payload at 25,000 ft at a speed of 300 knots. It is powered by four T-34 turboprop engines that required the propilitades to be cut off a foot to allow the props to clear the fuselage. Cutting a foot off the propilitades reduced the thrust by 1,500 horsepower.







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This P-3 is one of five that were cargo configured and operated in

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B 57F high all tude weather a roraft that operated above 70 000 ft

— h TF-33-11 engines as main engines with the J-60 engines under the

IS The aircraft was modified from its original design from the B-57E





The Clast Clastic properting to HH 60 helicopte sinas left these. MH KEL excess to the inventory The halos are in Type 4000 storace. and the tipose partie earliere Other HH-3ts were round ty (wind City NC in Class Gran, Depot where a lesse trial parts required 1th loast board ovento y were removed and the holks were relifed to AMARC for disposal





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The M-60 tanks in the foreign and are being replace by the Milian Aprama, and it is the new Milana were remporary resident of AMARC until they were triused in Fort Huaci acart a recipient enable in Color of the deposition results and then be made available for Foreign Military Sales.





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ZPG-3W 144243 was an aircraft warning device that objected off the coast of New Jersey from 1965 to the contains a galley and bunks for the crew adar operators stations on both sides. It has a crew comfort pallet that sits on top in the front which contains a galley and bunks for the crew There is a radar antenna that it's on the back. The balloon contains 1,500,000 cu. It of helium and was struck by inching while it was moored to the ground at takehurst Naval Air Station, NJ, in 1969. The unit now belongs to the Smithsonian Air at the command will eventually be inspiayed at the Dulies Airport Museum Annex.



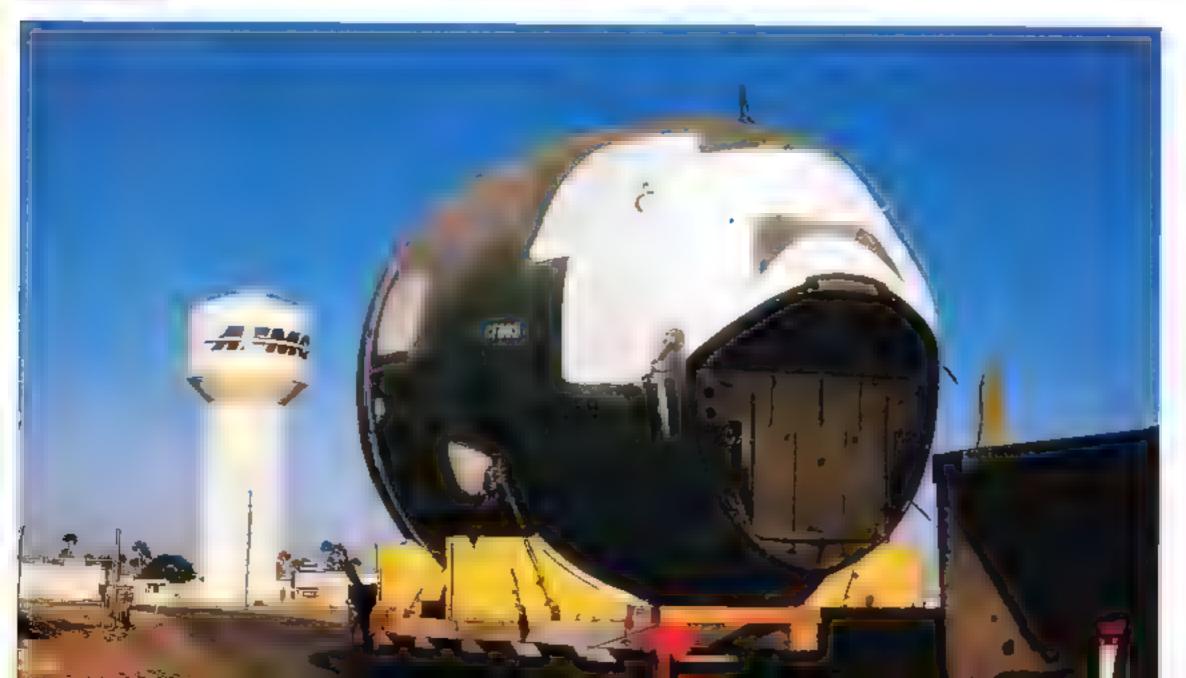
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HK. MUSEUM AIRCRAFT



This MiG-15 was part of a Tri Service moder that was after remained. The archin was stored at AMARC set soon desert excess was later transferred to till Air Force Military according when after assigned for itahic display at the Pinna All and Space Note and

Exmier American Air ines 707 used by the Whight Caboratories for explosive testing to determine a type material that which is offer an arrivorne exhibitor.

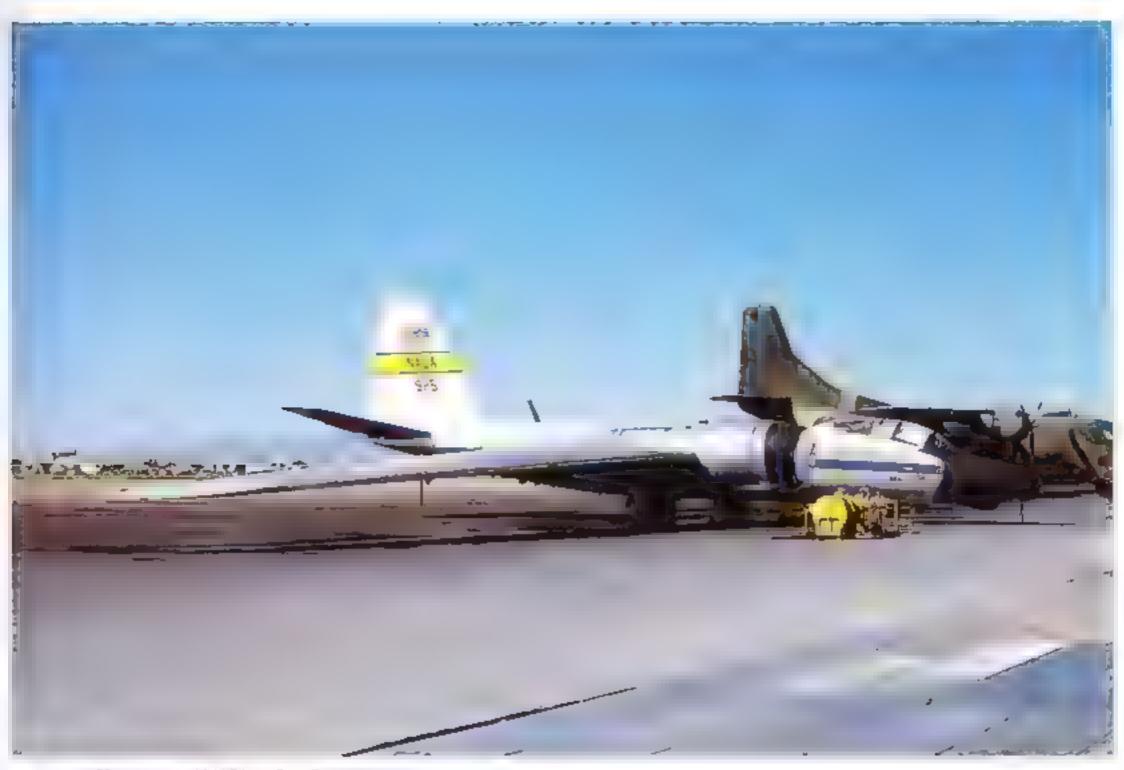
The discrete of 100F was returned from the Majave Desert after if as deliared en essioned the drone contract had terminated. There in the endiring that were returned to AMARC is strying that are another the interest and and trucked home due to the amount of parts that were removed. The arcraft have been made as a absence as static typical arcraft for the Archorce Museum.





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The B-52 has carried on the nose art tradition from its ancestracombers of WWII. This Aug. 90 arrival from Castle AFB, CA, is typical of the B-52s bearing nose art.

from the 93rd Bomb Wing, Castre AfBICA. The Circle AfBICA AfBICA 6499— bia total of 15 3 6 miles.

Alley Oops Bold Assault , 8-52G 58-0159 proved its worth by flying forty-six sorties over lag during Operation Desert Storm 0159 arrived at AMARC on 9 Oct. 92, 0159 had a total of 14,123 flight hours.



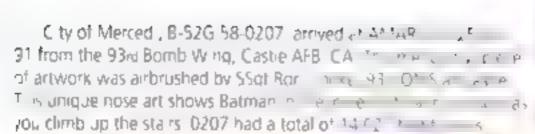


Better Duck B-52G 59-2590 arrived at AFC or 3 . 92 from the 379th Bomb Wing at Wortsmith ArB 3, 3 th a 2 a 3 14,495 flight hours





Buffasaurus B-B52G 58-0194 arrived at AMARC on 10 Oct Birth falle AFB LA, with a total of







Datage in Bi520 58-0254 arrived at AMARC on 4 Deci 90 minutes. Bittering, Castle AFBI CAl Truly a work of art a District Subject in Coxe 93rd OMS. Castle AFB, CAl 0254 140 a 124 in 1436 siting the hours



Disaster Masier iB 52G 58-0232 arrived at AMARC on 3 April 90 from the 42 ill Bomb if ing. Loring AFB IME. The complete nose section is as curiott and sent to Randolph AFB. TX, where it will be used as an election less trainer 0232 had a total of 17 949 flight hours.



Nov. 93 with a total of 13 947 flight hours



C 1 43 1 1 2 4 4 2 255 arrived at AMARC on 28



Hellsadroppin', B-52G 58-0244 arrived at AMARC on 29 Oct 92 with a total of 14,400 flight hours

High Roller', B 52G 58-0231 arrived at AMARC on 2 Dec. 92 with a total of 13,835 flight hours







Large Marge' B-52G 59-2575 arrived at AMARC on 6 Aug. 91 from the 93rd Bomb Wing Castle AFB, CA with a total of 16,781 hight hours



Leo II", B-52G 57-6518 arrived at AMARC on 23 Apr 91 from the Zno Bomb Wing, Barksdale AFB, LA, with a total of 13,246 flight hours



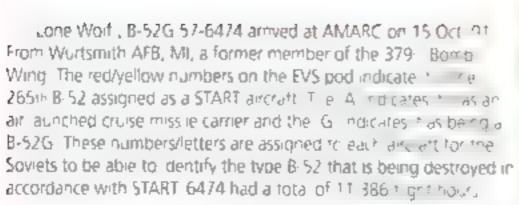
Let J Marie a Deal B-52G 58-0173 arrived at AMARC on 5 Aug 92 from the 2 Bomb ... ng Banksdale AFB. LA with a total of 14 s 31 from the 2 Bomb ... ng Banksdale AFB. LA with a total of



int Peach B-52G 58-0171 arrived at AMAR . r 4 * 4 trom the 2nd Bomb Wing Barksdisc AFB . A * r a *a * 1 3 4 1, aght hours



The Leier taillandy iB 5. D 35 0067 from the 7 - 80mb Wing Calls in AFB TX was selected to represent the B 52D field at the Pina Allia dispace Museum, Tucson, AZ





'Lucky 13 , B 52G 58-0236 arrived at AMARC on 13 Oct. 92 from Barksdale AFB LA with a total of 16,362 flight hours





Memphis Belle III', B-52G 59-2594 arrived at AMARC on 15 Oct 92 from Barksdaie AFB LA. The nose art is reminiscent of World War III and, in spite of the fact that this aircraft will be cut up in accordance with START, the traditional "Memphis Belle IV" will be displayed on the nose of a B-52H presently assigned to Barksdaie AFB LA.





Miss Fit II', B-52G 58-0238 arrived at AMARC on 20 Aug. 91 from the 2nd Bomb Wing, Barksdale AFB LA 0238 was the No 5 ship in the 'Secret Squirrel' formation. The Flight crew consisted o' Aircraft Commander Capt. Marcus S. Myers, Priot 1Lt Michael C. Hansen, Pilot Augmentee Capt. Chadwick H. Barr Jr., Radar Navigator Capt. David J. Byrd, Navigator 1Lt Don E. Broyles, Navigator Augmentee Capt. Donald Van Slambrook, Electronic Warfare Officer Capt. Todd H. Mathes, Gunner Sgt Martin R. Van Buren. Crew E.81 0238 had a total of 13,469 flight hours.



Miss Quachita II', B-52G 58-0184 arrived at AMARC on 26 Sept 91 formine 2nd Bomb Wing, Barksdale AFB LA with a total of 16 108 fight burs.



Miss Wing Ding II', B-52G 57-6485 arrived at AMARC on 20 Dec. 90 from the 2nd Bomb Wing. Banksdale AFB, LA with a total of 14,468 flight hours.



'Mohawk Warnor', B-52G 57-6515 arrived at AMARC on 30 Sept. 92 from the 2nd Bomb Wing, Barksdale AFB. LA, with a total of 14,121 flight hours.



Night Hawk VIII, B-52G 58-0220 arrived at AMARC on 5 Jul. 90 from Castle AFB, CA. Another beautiful piece of airbrush work by 55gt Ron Cooke, 93rd OMS, Castle AFB, CA. 0220 had a total of 14 527 flight hours.







Petie 3rd B-52G S8-0177 arrived at AMARC on 9 May 91 from the 2rd Bomb Wing Banksdale AFB LA 0177 was the lead aircraft of the Secret Squirrel formation. The Flight crew consisted of A secret Squirrel formation. The Flight crew consisted of A secret Squirrel formation. The Flight crew consisted of A secret Squirrel formation. Priot 1Lt Kent R. Beck. Pilot Augmentee and Airporne Commander at Collidson H. Beard Radar Navigator Capt. George W. Murray. It Navigator Capt. Mark. Van Doran, Navigator Augmentee Capt. Lee 5. Richie, Electronic warfare Officer Capt. Richard P. Holt. Gunner Sqt Dale R. Jackson Crew S-91, 0177 had a total of 14.



'Ragin Cajun', 8-52G 57-6483 arrived at AMARC on 19 Sept 91 from the 2nd Bomb Wing, Barksdale AFB, LA. Another fantastic piece of airbrush work by SSgt Ron Cooke, 93rd OMS, Castle AFB, CA 6483 had a total of 15 472 flight hours.



Radio Red' B 52G 57-6501 arrived at AMARC on 3 Oct 91 from the 416th Bomb Wing, Griffiss AFB INY Note the mission symbols (bombs) that depict the number of sorties flown over iraq during Operation Desert Storm. 6501 had a total of 17-780 flight hours.



Royal Flush', B-52G 57-6514 arrived at AMARC on 10 Oct. 90 from the 93% Bomb Wing, Castle AFB, CA, with a total of 16,401 flight 10.000



Schittarius III B-52G 58 025Z arrived at AMARC on 18 Apr 91 true 2 Bomb Wing, Barksdaie AF8 LA, with a total of 13,109 true 2



Screaming for Vengeance', B-S2G 57-6470 arrived at AMARC on 23 Oct. 90 from the 93rd Bomb Wing, Castle AFB, CA. Only an artist see 5-41 Ron Cooke, 93rd OMS. Castle AFB, CA, could produce a mauler, evel of this sort. 6470 had a total of 13,438 flight hours.



Sloux Warrior', B-52G 58-0229 arrived at AMARC on 12 Nov. 92 from 2nd Bomb Wing, Barksdale AF8, LA, with a total of 13 598 flight hours.



Special Delivery IIII, B-52G 58-0170 arrived at AMAR IIII IIIIII.

92 from the 2nd Bomb Wing, Barksdale AFB, LA. 0170 fle III.

sorties over raq during Operation Desert Storm. 0170 IIIIIC a forax or 13 521 flight hours





Spirit of Americal, B-52G 58-0223 arrived at AMARC on 31 July 90 from the 93rd Bomb Wing, Castle AFB, CA. The nose art was airbrushed by SSqt Ron Cooke 193rd OMS, Castle AFB, CA. All the nose art on the B-52Gs will be cut out and sent to the Air Force Museum at Wright-Patterson AFB, OH for static display 0223 had a total of 15,268 flight hours.



Stars and Stripes' 8-52G 57-6478 arrived at AMARC on 27 == 89 from the 320th Bomb Wing, Mather AFB, CA, with a foral of 13,313 flight hours



Single Si



Swashbuck et' B-52G 59 2585 arrived at AMARC or 15 Apr 93 from the 42nd Bomb Wing, Loring AFB ME 2585 flev. (went, 120 combat sorties in Operation Desert Storm Capt. Gregg Davis flew the aircraft to its resting place, where it will be cut up in accordance with START 2585 had a total of 13 989 flight hours.



Sweet Revenge', B-52G 59-2591 arrived at AMARC on 19 Jun 92 from the 2nd Bomb Wing, Barksdale AFB, LA, with a total of 14 626 fight hours.



Tantalizing Takeoff' B-52G 57-6471 arrived at AMARC on 29 Jul 92 from the 2nd Bomb Wing, Barksdale AF8, LA, with a total of 13 214 flight hours





"Valkyrie", B-52G 58-0183 arrived at AMARC on 9 Jul 91 from the 2nd Bomb Wing Barksdale AFB, LA. 0183 was the No. 6 ship in the Secret Squirrel" formation. The aircraft is presently located at the Pima Air and Space Museum, Tucson, AZ. The Flight crew consisted of Aircraft Commander Capt. Aian W. Moe, Priot Capt. David T. Greer, Jr. Phot Augmentee Capt. Joseph M. Hasbrouck, Radar Navigator Capt. Biaise M. Martinick, Navigator 1st John S. Pyles, Navigator Augmentee Capt. Matthew G. Casseria, Electronic Warfare Officer Capt. Anthony Bothwell, Gunner Sgt Danny L. Parker additional Pilot Ma. Steven D. Weilbrenner. Crew S-92, 0183 had a total of 13,297 flight hours.





Viper', 8-52G 58-0175 arrived at AMARC on 15 Oct 4 total of 14,413 flight hours



32 on the Bomb Wing Wurtsmith AFB MI, with a total of 6,768 flight hours



The Wild Hare 2 B-52G 58-0205 arrived at AMARC on 15 Nov-90 from the 2nd Bomb Wind, Barksdale AFB, LA, with a total of 13,459 flight hours.



Bomb Wing, Castle AFB, CA, with a total of 15,737 flight

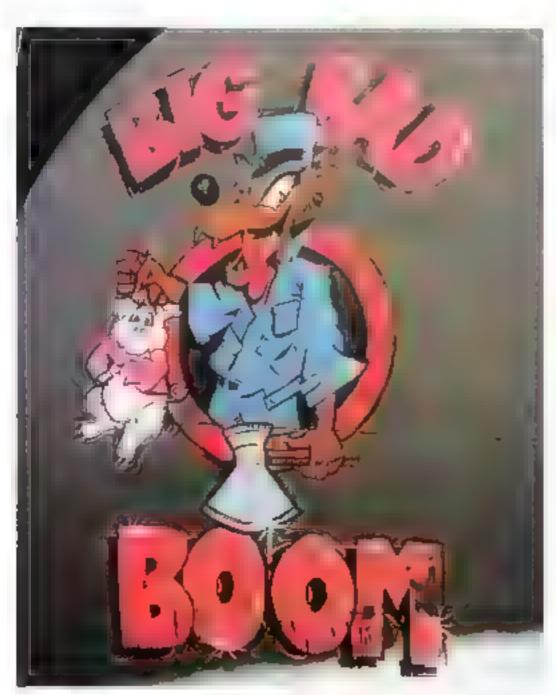


'Yankee Doodle B-52G 59-2602 arrived at AMARC on 27 Oct 92 with a total of 16.070 flight hours

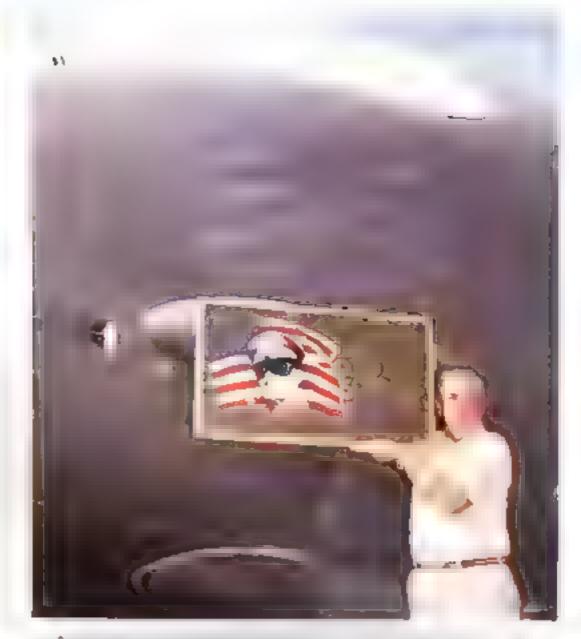


No, it's not a paim tree, it's a bomb tree! Having replaced!

coconuts with bombs, the 43rd Bomb Wing at Anderson AFB. Guam always felt confident the mission would be a success.



Big Bad Boom , KC 135A 56-03637 arrived at AMARC on 6 Aug. 92 from the 410th Bomb Wing, K.I. Sawyer AFB Mi, v. r. a. cra. of 15,099 flight hours.







8-52G hose an (u) igm the all craft to be preserved by the Air foliation.

risking 4 A in a dor the tankers displaying hose art





Boss Hog KC-135A 56 14-25 11 11 11 15 5 3 11

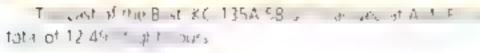


H. The Z B howing Barance AFB LA with a total



upfly Roger', KC-135A 58-0097 arrived at A1 'A80' or 8 Sect Φ_z with a total of 14,279 flight hours











Freedom's Best IKC 195A 56-3691 arrier at at at at 22 Sept 92 with a total of 15 438 tight noirs



Running Free*, KC-135A 62-3539 arrived at AMARC with a total of 12,607 flight hours



Thunder Chicken , NKC-135A 55-03127 displays the insignia of the 4950th Test Wing Wright-Patterson AFB, OH 3127 arrived at AMARC with a total of 11 356 flight hours



Thunder Chicken*, an NKC-135A from the 4950th Test Wing Whight-Patterson AFB. OH 55-03127 was one of the oldest -135As operating



The nose art on EC-135H 61-0291 represents the lion defending the British Isles. The aircraft was formerly assigned to Mildenhall AFB. England



AMEN What he had been a second



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Steam Jet One" EC+135C 63-8047 arrived at AMARC with a total of 21,667 flight hours



Yankee Express', is proudly displayed on an OA-10 from Aiconbury, England. These tank-killers were very instrumental in determining the outcome of Operation Desert Storm, the 100 day war in Iraq.



Aimee Larry II'



Randi cauren' Brenda Beth', A-10A 77-0240 arrived at AMARC on 17 Aug. 92 with a total of 8,184 flight hours



926th Ftr Gp logo for Desert Storm





ragi Nightmare , New Orleans A-10A



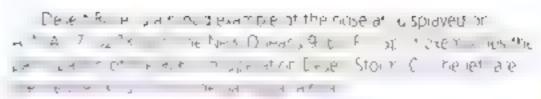
Trescent City's Desert Darly', A-10A 77-0268 arrived at AMARC 26 Oct. 92 with a total of 3,700 flight hours.



Desert Storm Heroes' New Orleans A-10A

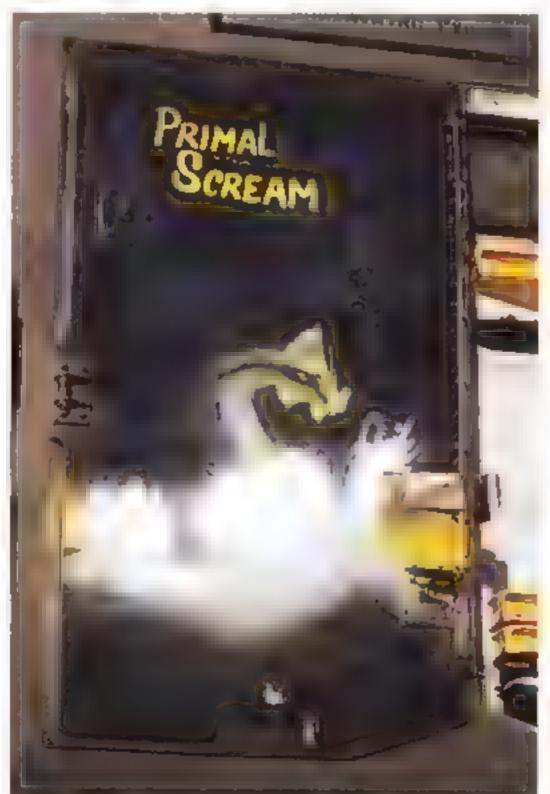


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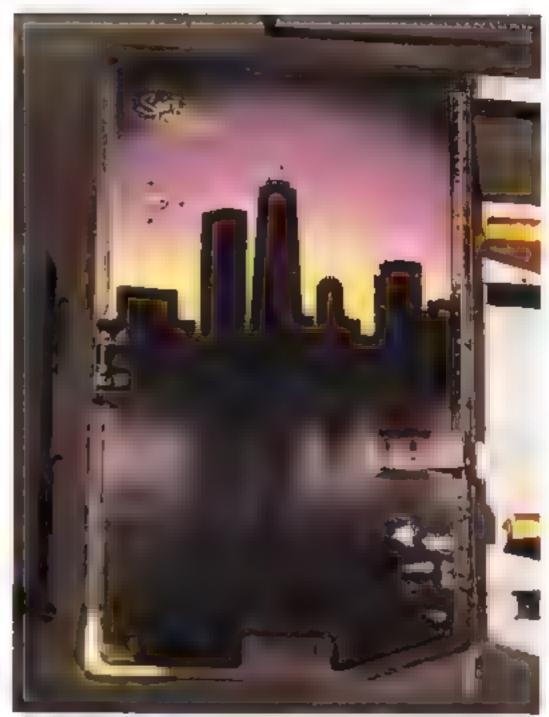






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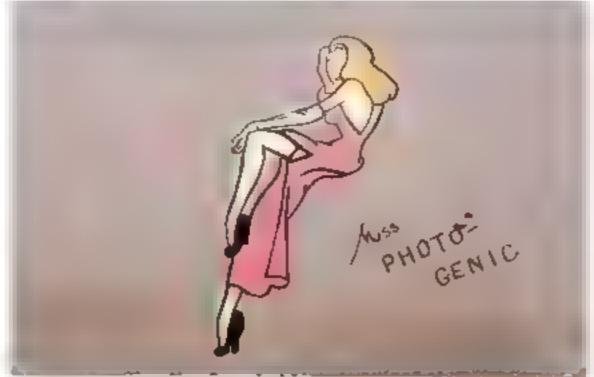
Dragon Lady', F-4



Arizona or Busti, arrived at AMARC on 24 Oct. 90



Acre Fight Test F 15A 77-084 Edwards AFB CA



RF-4C 64-01066 'Miss Photo Genic' arrived at AMARC on 25 Feb 92 from the 155th TRG, Lincoln MAP (ANG) Lincoln, NE, with a total of 6,165 flight hours. 1066 was assigned as the Commander, Col Bruce Schantzs' aircraft. Col Schantz had flown 1066 earlier in his career at Ramstein AB, Germany. The crew chiefs assigned to 1066 include TSgt Tim Craig and SSgt Doug Otto.

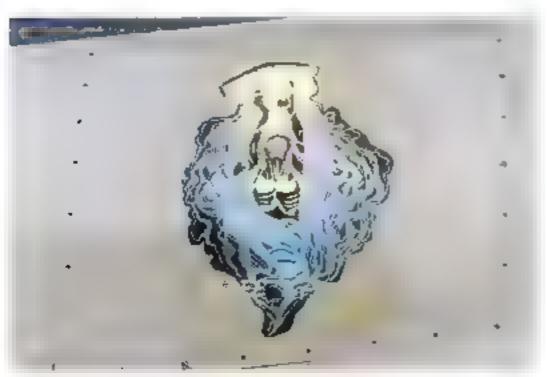


F-4G 69-7211 arrived at AMARC on 14 Feb 96 with a total of 5.594 flight hours



Sturgis Bound Hawg Wild* RF-4C 65-0824 arrived at AMARC on 12 Jul 93 with a total of 6.855 flight hours

Defender of Freedom' RF-4C 65-0931 arrived at AMARC on 22 Sep. 93 with a total of 5,952 flight hours

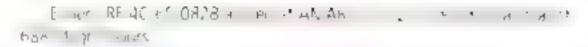


CUBBINATE WILD

RF-4C 64-01062 'Free Spirit arrived at AMARC on 25 Feb. 92 from the 155th TRG, Lincoln MAP (ANG), Lincoln, NE, with a total of 5 473 flight hours. SSgt left Marshall, who was the crew chief and also the artist of 'Free Spirit', was later killed in an auto accident.

REAC MISCHISONIANE IN









cm 28 33 15 at 16 of 6 -22 ft a 150 ars



D. Luce RF-4C 65-0838 arrived at AMARC or 30 μ g 90 ν r a total of 6121 flight hours

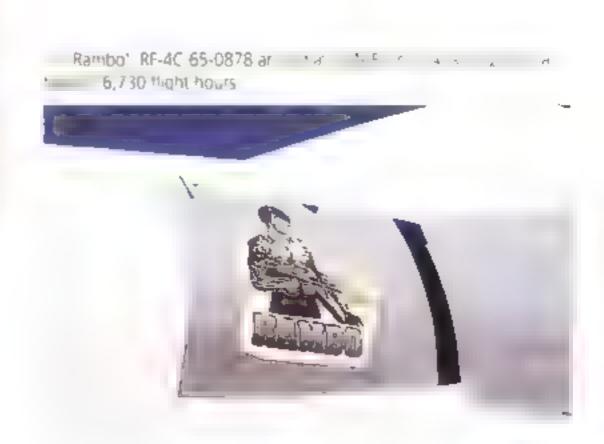


Beity Boop', RF-4C 65-0859 arrived at AMARC on 19 May 94 with a total of 5,937 flight hours





Rambo 1, RF-4C 66-0428 arrived at AMARC on 16 Sep. 93 with a total of 7,591 fight hours





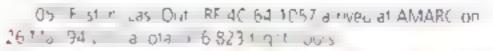


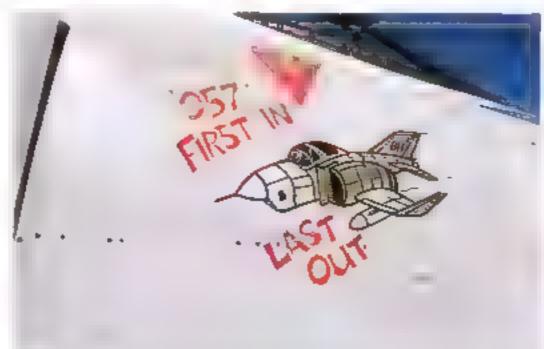
Beiter Than The Best IRF 40 64-0355 arriver a ANIARC or 14 Apr 94 with a month 7 4bz fight ricers



At 15 P In Phantom. RF 10 65-08-07 a rived at AMARC on 28 At 94 V that the 11 5 1 get mails









Phantoms Phorever' RF 4C 64-1058 arrived at AMARC on 14 Apr 94 with a total of 5 946 flight hours



RF-4C 65-0843 of the 117th Recon Wing 106th TRS Birmingham, ALI Air National Guard in its entirety. This beautiful work of art will be situated on Celebrity Row at AMARC to expound on its accomplishments for the past seventy-five years. The aircraft could ultimately be assigned as an air-to-air combat simulator (Drone) in the coming years.



RFC-4C 65-0843



65-084



RF 4C 64 1057 a rived at AMARC on 26 May 94 wire at the nob 823 agit hours



This call establish traved on F 1068 59 004 specifing the presentation of that the 177 FIS of Africa find City Ny, had with the expectation established a high specific could be 1525 5 on expectation on 15 Dec 1959.



Fare a + 11F from 524 Fir Squagron



77th Gambler's Last Deal! F-111E 68-049 air ved at AMARC from Upper Heyford, England on 13 Oct. 93 with a rotal or 5,454 flight hours.





Jast Roll of the Dice F-111E 68-061 arrived at AMARC from Jpper Heyford, England on 8 Dec. 93 with a total of 5 707 flight



Peace Offering, FB-111A



Moonlight Maid , FB-111A 67-0163 arrived at AMARC on 2 11 am the \$28th Bomb Sq , 380 Bomb Wing, Plattsburg AFB 1, v 1 had a total of 6,476 flight hours. The assigned pilot was Capt Nelson and the crew chief was SSqt Lauzon. The nose art on the FB-111As was reminiscent of the 528th and 529th Bomb Sq. 245 ons that originated at Davis-Monthan AFB AZ in 1942 with B-245.







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A Die A JAK in the state of the A-7D had a different high in the state of the Sioux City Cardinais is paint in the state of the Sioux City Cardinais is paint in the state of the state of



This memory of Memphis Belle was dep 4: 4 and 4







Night Staiker', AC-130A



Proud Warnor', AC-130A



EC 130Q 156173







EC-130Q 156172

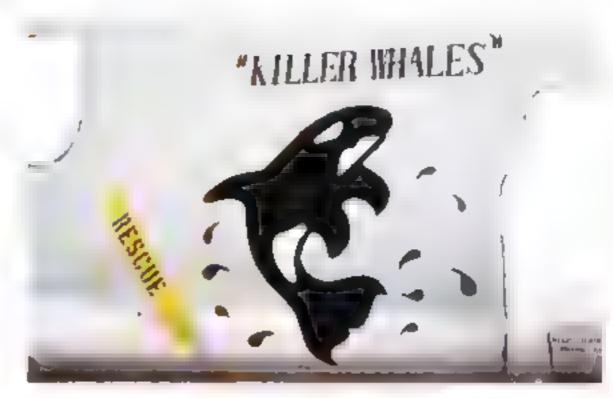


The Gambier', NC-141A 61-2777 was previously assigned to the 4950th Test Wing, Wright Patterson AFB, OH 2777 arrived at AMARC on 27 Sep. 94 with a total of 5,254 flight hours



The Lor Jean, economic replant he note of its JP 3A contended to a cargo archalland operated in the Archicas a Mond Trainer Authorization existing the Taylor were The Taylor and Decided B. Arci, Fexical and after 1 aris's end and 1 its Foreign Monte, Sale (1) 6

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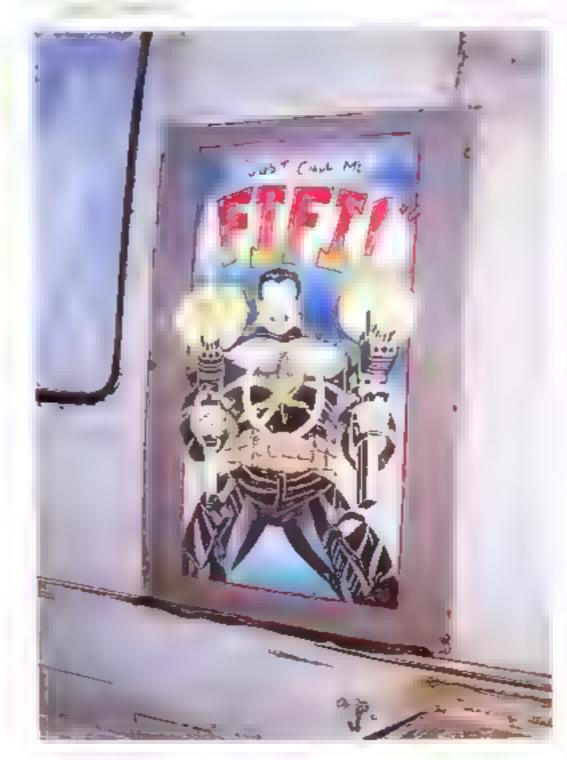
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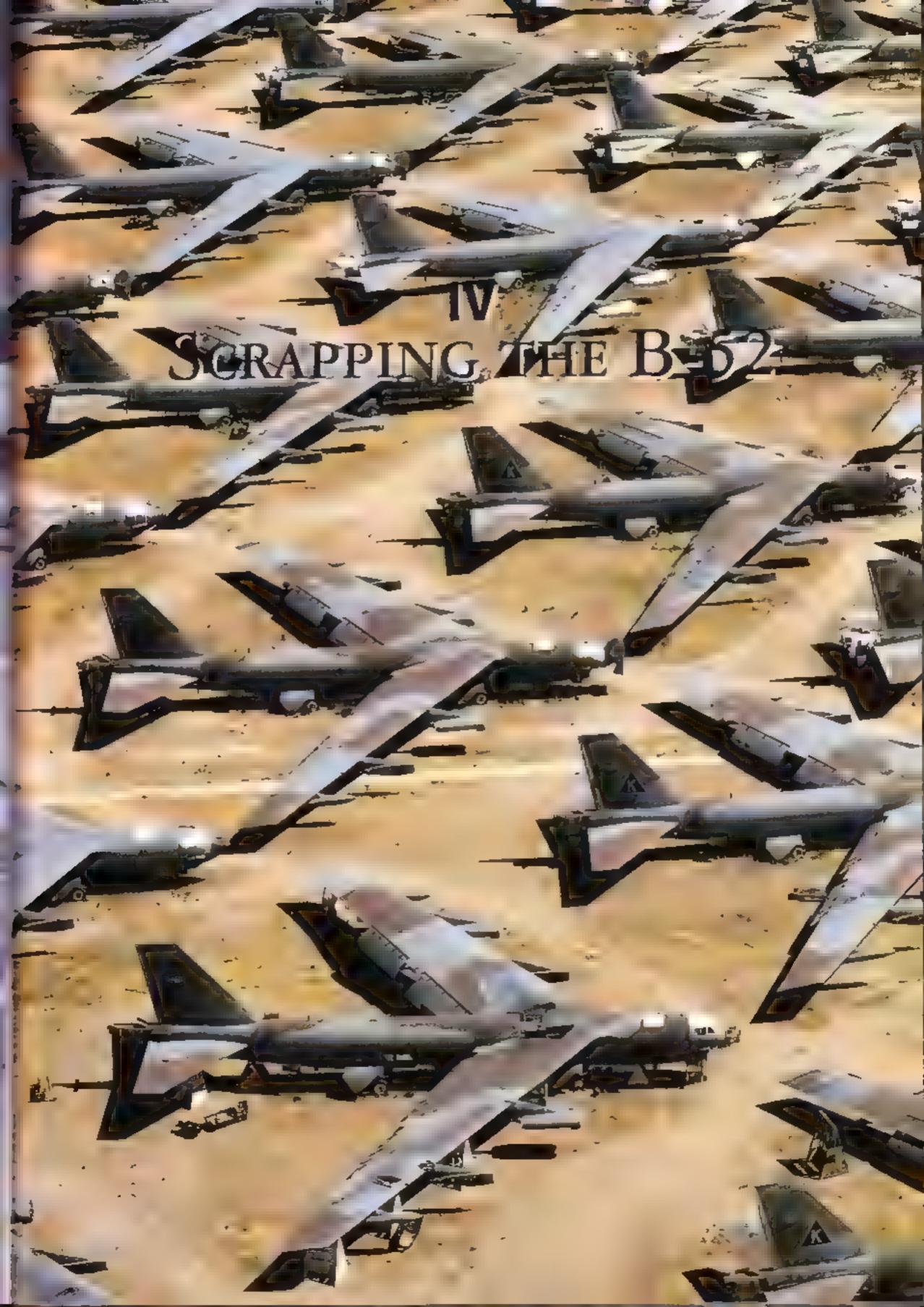




























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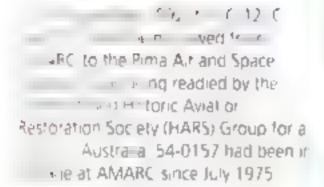
This OV-10 Bronco, after a brief stay at AMARC was transferred to the Bureau of Land Management (BLM) where it is currently used by the agency as a lead airplane for fire highling

This O-2A, a Vietnam veteran left AMARC to be entered on the ter as a result of an Air Force Museum trade.





This C-7A Caribou was one of five in at departed AMARC as Air Force. Museum trades and were flown to Mozambique. Africa, flying food to the outpack country of Africa.







The YC-15 returning from its final less that it after being in storage for eighteen vears. The aircraft was delivered to Long Beach, C.A. in May 1997.

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